

GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM
Instrument Procedures Group
(Transcribed/Re-Formatted)
HISTORY RECORD

FAA Control # 93-01-122

SUBJECT: Use of Mandatory Altitudes on SIAPs

BACKGROUND/DISCUSSION: ATC occasionally needs mandatory crossing altitudes at specific IAP fixes in order to provide automatic separation from overflying traffic.

TERPS barometric obstacle clearance criteria were based on the assumption that all segment altitudes which provide less than en route obstacle clearance would be minimum altitudes which are not "assignable" by ATC. Any mandatory crossing altitude is, in effect, an assignable altitude. Mandatory altitudes should not be permitted at any fix or facility within an IAP where either the preceding or succeeding segment does not have en route obstacle clearance. Otherwise, the pilot is forced into involuntary, increased exposure to level flight without the benefit of en route obstacle clearance. This throws a unquantified adverse component into barometric obstacle clearance where the margins are already reduced for intermediate and final approach segments.

If intermediate and final segment ROCs are to become mandatory flight altitudes, then the entire area of the adequacy of barometric altimeter obstacle clearance for intermediate and final approach segments should be revisited. This subject has been exacerbated by a recent decision by AFS-400 to permit ATC to assign a mandatory altitude at a final approach segment step-down fix.

RECOMMENDATION : Where Air traffic or other sources request mandatory altitudes at certain IAP fixes, they should be authorized only where en route obstacle clearance exists in the segments preceding and succeeding the fix. This limitation should apply to both charted altitudes and those assigned by ATC.

COMMENT: This recommendation affects the US TERPS, FAA handbook 8260.19B, FAA Handbook 8260.19C and various FAA directives.

Submitted by: Charles K. Guy
June 3, 1993
AIR LINE PILOTS ASSOCIATION

INITIAL DISCUSSION (MEETING 93-01): Unavailable

MEETING 94-01: (From Frank Parr, AVN-210 notes) Issue requiring better control over altitude assignment at some IAP fixes. A short discussion caused this item to go to the charting

segment of the meeting with assignment to the ATPAC. **Status:** Item Closed. (Moved to ACF Charting Group)

MEETING 94-02: The group agreed to leave this item open. ALPA agreed to take item up with ATPAC. **Action:** Item Open (ALPA).

MEETING 95-01: Group agreed to close this item. **Status:** Item Closed